



# NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

Sec. 562, P. L. & R.  
U. S. POSTAGE  
**PAID**  
Raleigh, N. C.  
Permit No. 205

Vol. 3—No. 1

RALEIGH, N. C.

Friday, January 10, 1947

## N. C. REPORTS GREAT ROAD PROGRESS IN 1946

### PURCHASING PROBLEMS

BY W. G. REAVES  
Assistant Purchasing Agent

There have been some price decreases on various items recently, which have been widely publicized in newspapers. However, from recent trade journals it would appear that these price decreases are not sufficient to be celebrated.

In fact, we believe that the individual should not get too optimistic over these few slight decreases, with the idea in mind of more drastic decreases. No doubt there will be other price declines on not-too-scarce items, but on the other hand there will be quite a few increases.

#### Food To Be Cheaper

It is predicted that food will be cheaper in 1947. The fact is already substantiated, to some extent, by recent declines in the price of meats, etc. Sugar continues scarce, with some reports that it will be decontrolled by mid-year. The outlook for more butter is bright as is also indicated in the soap line. Plenty of all "general groceries" are expected throughout the year. Living costs are expected to reach the peak by mid-year, with a slight easing off in the latter part of '47. Rent will probably be higher, here and there by areas, not nation-wide.

#### Deliveries Easing

The delivery situation on various items of maintenance supplies and materials seems to be growing slightly better. For instance, the delivery of plain corrugated metal pipe has improved considerably, while that of coated pipe has improved only slightly. The delivery of concrete culvert pipe is considerably better than the promised deliveries of several months ago. Various other items have also improved; however, some still remain unchanged.

#### More Repair Parts Available

Apparently some items of shop equipment are easing up. We have lately received some air compressors and floor jacks which have been on order for six months and longer. We are getting a little better delivery on automotive repair

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### Highway Division of NCSEA Is Formed; Asks Salary And Retirement Increases

Raleigh—A newly formed Highway Division of the North Carolina State Employees' Association will ask the General Assembly for higher salaries and more liberal retirement allowances.

Meeting here January 3-4 to elect officials and formally organize the Association, 77 delegates from the 10 highway divisions adopted a resolution asking the Legislature to make the present \$10 per month emergency salary a permanent part of State salaries.

The group also recommended that the present State Retirement Act be revised "to provide livable subsistence."

#### Ask Raise Schedule

Other resolutions adopted called for "a systematic and automatic raise schedule" which would raise the salary of State workers every six months until the worker reached his top classification, and for the appointment of a general counsel to represent the Association at the Legislature and assist in preparation of the organization's legislation.

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### AASHO Convention Is Well Attended

Los Angeles, Calif.—Three officials of the North Carolina State Highway and Public Works Commission participated in the 23rd annual meeting of the American Association of State Highway Officials held here December 17-20.

Chairman A. H. Graham, State Highway Engineer W. Vance Baise and Assistant State Highway Engineer L. W. Payne represented North Carolina at the meeting.

A resolution asking for the extension of time for availability of funds under the Federal Aid Act of 1944 was approved by the AASHO along with 12 other resolutions concerning highway matters.

#### Graham Originated Measure

The extension resolution was originally sponsored by Chairman Graham at the Southeastern Association of State Highway Officials convention in Birmingham, Ala., November 12-13, where it

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### Paving Program Shows Big Gains

Raleigh—The North Carolina State Highway and Public Works Commission closed 1946 with more miles of roads paved and more money expended or let to contract than during any previous year, Chairman A. H. Graham has reported.

A record-breaking 12,094 miles of roads were paved, stabilized or let to contract for paving during the first year of the Commission's postwar road program, he said, for a total cost of \$32,622,911. There were 1,799 miles of contract work let for \$21,568,400 and 10,315 miles of bituminous surfacing, retreatment, soil cement or stabilization completed by state forces at an estimated cost of \$11,054,511.

Graham said that county roads, which suffered most from lack of maintenance during the war years, had first priority on state funds during 1946 and 8,741 miles of these vital farm-to-market roads were made all-weather by soil or macadam type methods.

#### Costs Up 60 Percent

Spiraling prices, uncertain national conditions and shortages of materials, equipment and labor boosted road construction costs in 1946 at least sixty percent over pre-war cost levels, the chairman stated.

There were 2,248,609 tons of crushed stone added to road surfaces, Graham reported. This stone would fill 45,000 carloads which would make a freight train 400 miles long. Other materials used included 788,909 tons of sand and 980,880 cubic yards of top soil. Total cost of materials added to road surfaces was \$6,500,000.

North Carolina's 16,000 county road bridges continued to be the most critical single problem facing the highway commission, Graham said. State bridge forces, handicapped severely by material, labor and equipment shortages, have made substantial progress in repairing rural spans weakened by natural deterioration, skimpy maintenance and heavy war-time traffic during the past four years.

#### Bridge Problem Grave

However, the bridge situation

(Continued on page three)

### Sneezing Salmon, Pistol-Packin' Deer Headline Zany Accidents During 1946

(Here is part of a cleverly-written article published in the December issue of PUBLIC SAFETY which our readers should certainly enjoy.—Ed.)

#### BY PAUL JONES

It used to be news when a man bit a dog. But in 1946 a dog shot a woman.

And that's not all. A kangaroo shot a man. So did a rabbit. A deer took a gun away from a hunter. A fish chased a fisherman off the road by sneezing in his face. A bee, a goose, a grasshopper, a mouse and a turtle got into the act, each in its own quaint way. And an ice cube knocked a woman cold.

All this, and more, was turned up by the National Safety Council in its annual roundup of odd accidents. And if you haven't already begun to suspect that things were a little wacky in the year just past, read on!

Miss Jeannette Esslinger was standing on the sidewalk in St. Louis when an ice cube fell out of a hotel window. It hit her squarely on the head and knocked her colder than the ice cube. At the hospital they treated her with—an ice pack!

#### Second Childhood

Alice Martin, 52, and Emily Hauser, 66, were zipping along the streets of Des Moines, Ia., on a motor scooter one day, having a very fine time indeed, when what should loom up ahead but a corner. As they scooted adventurously around it, the scooter unceremoniously upset, depositing both ladies on the pavement with considerable force and little dignity. Sympathetic friends suggested the scooters trade in their vehicle for an automobile—or, if youth must have its fling, a kiddie car.

As Margaret Standing was

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NORTH CAROLINA  
HIGHWAYS & PUBLIC WORKS  
Vol. 3 January 10, 1947 No. 1

PUBLISHED BY THE  
NORTH CAROLINA STATE HIGHWAY  
& PUBLIC WORKS COMMISSION  
STATE HIGHWAY BUILDING,

RALEIGH, N. C.

E. L. RANKIN, JR., Editor

Published semi-monthly by the State Highway and Public Works Commission in the interest of its employees and other citizens who are interested in the activities falling under the jurisdiction of the Commission. Sent free upon written application.

### CONVENES

The 1947 General Assembly convened in Raleigh at noon, January 8, and promptly went to work on its busy schedule of legislative matters.

Rep. Thomas Pearsall of Nash county was elected Speaker of the House and Sen. Joe Blythe of Mecklenburg was named Speaker Pro Tem of the Senate.

Measures of immediate interest to highway employees will include increased wages for state employees, prevention of diversion of highway funds and an attempt by the League of Municipalities to obtain one cent of the six cent gasoline tax for upkeep of city streets.

Legislative action on these and other matters of interest to the Commission will be reported briefly in future issues of the North Carolina Highways and Public Works.

### EDITORIAL COMMENT

#### HIGHWAY SURPLUS

There seems to be a stubborn belief in some quarters that the State Highway and Public Works Commission accumulated a huge surplus during the war and that if the emergency should ever develop, considerable sums from this unwieldy reserve could be diverted to finance General Fund appropriations. For instance, a speaker at a recent meeting in Asheville left with some of his hearers, the im-

pression that the highway surplus was in excess of \$200,000,000.

As a matter of cold book-keeping fact, the State Highway and Public Works Commission had on June 30, 1946 a book surplus of only \$50,821,000. This was more an unexpended balance than a surplus and included both state and federal funds. Highway revenues fell off sharply during the war years.

That they were in excess of current outlays was due entirely to the fact that labor and material shortages prevented the State Highway and Public Works Commission from doing even the most urgent maintenance and construction work.

The State Highway and Public Works Commission needs every dollar of unexpended balance which it presently has and every dollar of revenue which it will probably collect during the next two-and-a-half years. During the war years, the state roads deteriorated to an appalling extent. This is conspicuously true of the secondary roads. In many sections of our state, our rural road system broke down completely last winter, isolating communities and forcing the closing of scores of schools.

Roads are, to be sure, just material things. They are just lanes of concrete and asphalt and stone and dirt that thread their 60,000 miles throughout North Carolina. Without them, however, our rural school system would collapse and the economic and social life of the state would be throttled.

They give the farmer access to his markets and lift from him and his family the dreary privations of isolation. They facilitate the free movement of goods, services and people. They are the bonds that hold the state together.

The State Highway and Public Works Commission has no funds which it can ration-

ally spare. If anything, it needs more rather than less money to repair the neglect of the war years.

No program of state spending should rest upon the dangerous assumption that if General Fund revenues fall short of appropriations, the State Highway and Public Works has huge sums, cankering in the banks, which it can conveniently and wisely surrender.

—ASHEVILLE CITIZEN-TIMES.

### NO DIVERSION

Without a doubt the municipalities of North Carolina have a just claim on part of the returns from the six-cent state gasoline tax. Many of the streets of these cities are part of the state highway system and are therefore entitled to be maintained, at least in part, by the state.

That the state recognizes this obligation is shown by the present allocation of a million dollars a year out of the funds of the state highway and public works commission for the upkeep of streets.

However, we are unalterably opposed to turning over to the cities and towns the arbitrary sum derived from one-cent of this tax just because somebody says that the streets of the city earn about 40 per cent of all the money the highway department collects.

It is true that many of the automobiles which bring in license taxes are owned within cities and towns. It is also true that much of the tax comes from gasoline which is burned on city streets.

But we take it that an equitable distribution of funds is not based so much on the source of the revenue as it is on the need for that revenue. Anyway, the cities, or most of them, have been unable to spend so far even the allotment that has been made to them in the past few years on street improvements. City streets without the connecting

links of highways that run between municipalities would be no highway system at all.

Our state system of roads is one unit, inter-city highways, country roads, city streets, all. It seems senseless to us to try to divide it into component parts by the amount of revenue each part produces. The thing to do is to meet the needs where the needs are after the money has been taken from where the money was.

SHELBY STAR

### ANNUAL REPORT

The Prison Department had 349 prisoners escape during 1946 and 306 prisoners recaptured, Prison Director Clyde O. Robinson has reported.

There were 27 escape and 31 captures in December, as compared with 28 escapes and 33 captures in November.

July led the year in the number of escapes when 61 prisoners fled, and August was the best month for pursuing officers when 40 escapees were apprehended.

Camp ratings by 15-day periods will be resumed in the next issue of this publication.

### SATER RETIRES

Ahoskie—E. N. Sater of Halifax, superintendent of Hertford county camp No. 110 for the past four years, has retired after serving the Prison Department 20 years.

Sater is 69 years old and a veteran of prison work. He operated prison camps in the days when the State hired prisoners to private industry for day labor.

He was succeeded by Supt. J. A. Ellis.

### Engagement Announced

Raleigh — The engagement of Miss Ann Wade, a Prison Department employee here, to Richard D. McEnany of Miami, Fla., has been announced recently. The wedding will be in mid-summer.

Miss Wade returned recently from Miami where she spent the holiday with her cousins, Lt. Col. and Mrs. James T. Murphy.

"I was so mad at Meyer yesterday I would have beat him black and blue if I hadn't been prevented."

"Who prevented you?"

"Meyer."

\* \* \*

"Did you ever get pinched for going too fast?"

"No, but I've been slapped a few times."



## PRISON CARDS

Raleigh—One of the most unusual and cleverest Christmas cards seen around the Capitol during the holidays originated in the Central Prison Print Shop.

Printed neatly in a well-arranged green and red layout, the card extended best wishes for the holiday season from inmates of the Prison Print Shop. Each man's name and job was listed inside the card.

The cards were prepared under the supervision of Print Shop Superintendent Troy J. Dean, who is also responsible for printing the NORTH CAROLINA HIGHWAYS & PUBLIC WORKS.

## ROAD PROGRESS

(Continued from page one)

remains grave despite the repair and construction work of the state bridge forces during 1946. The bridge department constructed an average of 100 new county road bridges per month during the year and replaced a similar number with concrete or metal pipe.

The costs of bridge construction and repairing have risen 100 percent over pre-war costs. Lumber, a major item which has been difficult to obtain all year, has risen in price from an average of \$24 per thousand board feet to \$65 per thousand board feet. The department has been using 1,000,000 board feet of lumber a month in an effort to keep bridges in service.

Graham reported that the survey being made of all state bridges to determine each span's maximum load capacity has been half completed, and should be ended by March 1. Repair forces are following up the survey to make what repairs are possible with available materials and equipment. The chairman listed steel and nails as the most critical material shortages in bridge work.

### Summary of Work

A summary of betterment and construction work completed by state forces follows by divisions with total miles improved and total cost: Division One, 719, \$1,117,161; Division Two, 572, \$886,569; Division Three, 370, \$707,527; Division Four, 651, \$1,069,908; Division Five, 955, \$1,415,118; Division Six, 1,093, \$1,325,296; Division Seven, 1,493, \$1,024,063; Division Eight, 1,137, \$1,107,101; Division Nine, 2,597, \$953,280; Division Ten, 733, \$1,448,486.

Graham said the variation in costs was due to the type of work, location of projects, scarcity of materials and equipment and the

availability of plans.

The lack of new equipment and a steadily growing amount of worn-out equipment has crippled the progress of highway work throughout the state, with many divisions attempting to accomplish a record work year with fewer units of equipment than ever before.

### Struggled To Get Equipment

The Commission made every effort to purchase new or surplus road machinery of any type, Graham said, and spend over \$2,500,000 on new equipment during the first 11 months of the year. This equipment included 1,180 trucks, 78 tractors, 23 shovels and loaders, 41 rollers, 34 motor graders, nine crushers, 20 conveyors and 102 passenger cars.

Graham explained that the accumulation of worn-out equipment, which could not be replaced during the war years, could not be replaced in 1946. The Commission has \$2,500,000 in back orders for equipment not yet delivered.

North Carolina has paid 60 to 100 percent more for its highway equipment this year than during 1940, the highway official said. A truck that sold for \$700 before the war now costs the highway commission \$1,400 and frequently the vehicle is not fully equipped and has missing parts. A heavy-duty motor grader that would have sold for \$4,300 in 1940 now costs the Commission \$8,500.

Parts for equipment have been so difficult to obtain that many pieces of heavy equipment remained idle as long as six months at a time awaiting long-ordered parts. Shortages of tires and batteries also hampered the work of the equipment department.

Graham said the Commission has been notified by many equipment manufacturers that prices can be expected to rise another six or 10 percent above their present all-time high.

Graham listed contract work for the year by major systems as follows, with mileage let and estimated cost: primary federal aid, 171, \$7,554,980; secondary federal aid, 256, \$5,080,195; state highway retreatment, 617, \$1,745,170; state highway betterment, 142, \$1,253,090; county highway retreatment, 83, \$321,300; and county highway betterment, 501, \$5,249,965.

## SNEEZING SALMON

(Continued from page one)

walking along the street in downtown Philadelphia, she was understandably bewildered when two women and a man suddenly began beating her on the head. She was burned up a little at this. But not

## Division Roundup

### Fifth Division

A meeting of highway employees was held at the Sandy Ridge Prison Camp on Saturday, December 7th at which time emblems were presented to 59 employees of the maintenance and prison departments.

W. W. White, District Engineer, presided over the meeting and T. A. Burton, Division Engineer, spoke to the employees and also presented the emblems. Those given medals included 20 to 25 year men as follows: Garland Clodfelter, J. E. Moran.

Previous meetings had been held at Wentworth, Graham, Yanceyville and Durham. A. H. Graham, Chairman, presented the emblems at the Durham meeting.

A son was born to Walter C. Hitchcock and a daughter born to Winfred J. Brame, during the first week of December 1946. Both of these men are employed as Rodmen in the Fifth Division.

Herman W. Miller, Instrumentman in the Construction Department, was transferred on December 16th from the Third Division to the Fifth Division and will be assigned to Project 5331, Guilford County.—T. A. Burton, Division Engineer.

as much as if they hadn't. For the not-so-cold fact was that Miss Standing was on fire. A cigarette, tossed from a nearby building, had landed in her hair. No other cigarette can make this statement!

Now, about the dog that shot the woman. It happened in Baltimore as Mrs. Ruth Patterson was enjoying a bath. Her police pup, Toby, spied a gun on the washstand, put paw to pistol and let Mrs. Patterson have it right in the bathtub—or more precisely, right in the hand.

### It Happened 'Down Under'

More understandable was the strange case of the kangaroo that shot the man. This happened in Australia when Arthur Crosbie shot a kangaroo through the hind legs and it fell on its back. Crosbie reloaded the rifle and put the butt on the kangaroo's neck to pin it down. The kangaroo reached up, twined a forepaw around the trigger and shot Crosbie through the arm.

Prompted by the same motive of self preservation, a rabbit that lived just outside Louisville, Ky., resented the activities of William Humphrey, a 16-year-old hunter. He stuck out a paw from Humphrey's game bag, pulled the trigger of Humphrey's gun and shot him through the foot. Humphrey now carries a rabbit's foot for luck

when he goes hunting. Guess what rabbit!

Back in the meatless days Del Halstead licked his chops as he drew a sight on a big buck deer near Buckhorn Station, Calif. Just as he released the safety catch on his rifle, he was hit from behind and sent sprawling. Another buck had bounded out of a thicket and landed, ala the Marines, in the nick of time. Halstead not only lost his gun—he lost two bucks!

### Some Goose!

Edward M. Brown, of Beverly Hills, Calif., saw active service in both the European and Asiatic theaters without a scratch. He decided to relax by going hunting. A companion shot a goose. It plummeted down, struck Brown smack in the chest, knocked him flat, and inflicted injuries that kept him in the hospital 45 days.

Many a bee has caused a traffic accident, but a super-busy one in Hammond, Ind., cracked up three autos by merely stinging the driver of one of the cars. The driver, Walter Sohl, drove into another car, which then crashed into a third machine.

Gustav Riebow, of Milwaukee, is a kindly man. So when he and his wife found a turtle in their back yard, they put it in a box on the front seat of their car and started to take it to a nice homey place in the country. The turtle, confused or just plain ungrateful, slipped out of the box, crawled up Mr. Riebow's leg and bit him good and hard. Mr. Riebow turned turtle and so did the car—via a tree.

### Case Of The Sneezing Salmon

Most fantastic of all, perhaps, is the celebrated case of the sneezing salmon. James Mantakes, of La Grande, Ore., caught the salmon tossed it in the rear of his car and started home to show it to the folks. Chugging along, desert dust blew into the salmon's gills, and it sneezed. Yes, it did.

This startled Mr. Mantakes. He glanced back, saw nothing but a fish and shrugged off the sound. Another sneeze. Mr. Mantakes whirled around this time to see an angry salmon on the back of the seat, glaring balefully at him with bloodshot eyes. As if that wasn't enough, a grasshopper chose that moment to come flying in through the window. The salmon abandoned Mr. Mantakes, lunged at the grasshopper, missed and fell back in the lap of the now thoroughly disorganized driver.

Mr. Mantakes gave himself over entirely to subduing the salmon. The car went crashing off the road. The salmon sneezed spitefully once or twice more—and succumbed.



## Second Division Employees Have Barbecue Dinner

New Bern—Five hundred employees of Division Two attended a barbecue dinner here December 14 in honor of employees who had served with the Commission more than five years.

The gathering, first of its kind held for the entire division, was held at the Recreation Building and attended by employees from Beaufort, Hyde, Tyrrell, Washington, Carteret, Craven, Jones, Onslow, Pamlico, Greene, Lenoir and Pitt counties.

Commissioner John G. Clark of Greenville presented service emblems to 230 men who had been with the Commission from five to 25 years. He thanked the employees for their loyalty to the Commission, and said that their cooperation and industry had made possible the good progress of road work in Division Two during 1946.

### Praises Work

Clark introduced State Senator D. L. Ward who praised the work accomplished by the highway employees and stressed the necessity of rewarding their loyalty with increased salaries to meet present day high prices.

Ward assured the employee that he and Rep. B. G. Hardison of Carven would give active support in the Legislature to increased pay for highway workers.

Among the guests present were the Rev. Robert L. Jerome, pastor of the Centenary Methodist church; W. H. Rogers, Jr., administrative assistant, Raleigh; Clyde O. Robinson, director of prisons, Raleigh; Mayor L. C. Lawrence, New Bern; George W. Ipock, chairman of the board of county commissioners and Ben O. Jones, county auditor.

## PURCHASING PROBLEMS

(Continued from page one)

parts, such as pistons, rings, bearings, and etc. Prices remain very unsettled. Quite a number of items have gone up. In some instances, as much as 25 percent since O.P.A. went off.

### Paper Still Critical

The paper situation still remains most critical and it is urged that everyone conserve forms, stationery, envelopes, and other paper supplies as much as possible. Paper towels and toilet tissue are exceedingly hard to obtain. All paper products have substantially increased in price and until supply meets demand no decrease in price is anticipated and deliveries will not

improve.

### Timber Bids Received

The building material situation is improving slightly. Recently we were able to secure bids on creosoted timbers, the first in several months. Other materials, such as plumbing supplies, roofing, soil pipe and galvanized pipe are a little more plentiful, but not to a great extent. The outlook is brighter though. However, until supply more than equals demand, no great improvement can be expected.

### Watch Inventories Closely

We believe now is the time to watch more closely your inventories. With the price situation as it stands today, the building up of your inventories would be treacherous. With some exceptions, it is most likely that the peak has been reached. As soon as demands slacken and supplies increase, price will gradually decline.

## NCSEA FORMED

(Continued from page one)

lative program.

W. B. Ferguson of Burnsville, district two engineer in division 10, was elected president of the Highway Division. E. A. Crump of Wilson, assistant fourth division engineer, was named vice-president and Otis Banks, principal accounting clerk for the Prison Department here, was selected as general secretary-treasurer.

### No Union Affiliations

Association officials stressed that their constitution stipulates that the association "is never to be affiliated with the United Public Workers of America, the AFL, the CIO or any other national labor organization."

The principal objectives of the new organization were given as: "Fixing and maintaining salaries at a level sufficiently high to assure an adequate standard of living, as well as to enable the State to suffer no disadvantage in competition with private industry for competent personnel."

"Perpetuating efficiency in personnel by assuring economic security through liberal revision of the present Retirement Act."

### Denny Speaks

Associate Justice E. B. Denny was the principal speaker at a banquet meeting the night of January 3. He wished the organization "God-speed" in its work and expressed his approval of the need for higher salaries among state employees.

Discussing the labor problems in the United States, Denny said that Congress should "outlaw a strike against the government directly or indirectly" and should "outlaw jur-

## Commission Plans Highway Letting

Raleigh—Nine projects involving 52 miles of road work and the construction of two bridges will be let here January 14 for the first road work contracts of 1947.

Chairman A. H. Graham said eight of the projects were federal-aid and one state betterment. Total estimated cost was \$1,638,000.

The federal-aid projects were:

Bertie—Grading, surfacing and structures of 8.27 miles on NC 97 from Windsor to Powellsville.

Halifax—Grading and surfacing of 6.32 miles between Scotland Neck and the Martin county line.

Brunswick—Construction of two concrete bridges and approaches at Alligator Creek and Brunswick River on US 17, 74 and 76.

Franklin-Nash-Halifax — Grading, surfacing and structures of 6.41 miles on NC 561 from Center-ville to Essex.

Montgomery-Randolph-Davidson — Grading, surfacing and structures of 11.32 miles on NC 109 from Uwharrie to Denton.

Scotland-Robeson—Grading, surfacing and structures of 5.77 miles between Johns and Maxton.

Stokes—Grading and surfacing of 3.31 miles of NC 772 from US 311 to Dillard.

Watauga—Grading, and surfacing of 2.33 miles between Boone and Bamboo.

The state betterment project was: Alleghany—Surfacing of 8.0 miles on NC 93 from US 221 to Piney Creek.

isdictional and sympathetic strikes." He listed the losses in wages and production caused by strikes during the past 14 months, and said that striking workers had not bettered themselves by striking.

Chairman A. H. Graham spoke briefly to the group and told them he would "be glad to confer with your delegates at anytime on our common problems." He asked the loyal support of the NCSEA in the Commission's 1947 highway program.

He told the delegates that the Association had "a remarkable opportunity" to combat the current tendency of employees to take their work in a half-hearted manner. Discussing the salary problem in the Commission, Graham said he had recommended a 20 percent increase when he appeared before the Advisory Budget Commission last year.

Other speakers included State Highway Engineer W. Vance Baise and Administrative Assistant W. H. Rogers, Jr.

## AASHO

(Continued from page one)

received unanimous support and was forwarded to the nation convention for action.

The statement asked Congress to extend the period of availability of federal-aid highway funds for 12 months after June 30 of each of the years 1947, 1948 and 1949. Such action by Congress would give the states an opportunity to complete their post-war federal-aid program before the unused funds were reverted to the Treasurer of the United States.

Other resolutions asked for an equal distribution among the states of surplus war equipment, cancellation of restrictions on distribution of construction equipment and supported President Truman's safety program.

### 10 Officials Honored

Ten officials of the North Carolina Highway Commission were awarded certificates and emblems for 25 years of meritorious service with the state highway department. They were State Equipment Engineer S. C. Austin, Associate Construction Engineer J. B. Broach of the Bridge Department, State Locating Engineer R. G. Browning, Fifth Division Engineer T. A. Burton, Chief Draftsman Edward Cottrhan of the Roadway Department, State Construction Engineer W. E. Hawkins, Seventh Division Engineer L. B. Peck, Second Division Engineer W. N. Spruill, Eighth Division Engineer Z. V. Stewart, and Auditor Sam N. Smith.

C. W. Phillips, Tennessee Commissioner of Highways, was elected new president of the AASHO to succeed President M. J. Hoffman, Commissioner of Highways in Minnesota.

Speakers at the convention included Gov. Earl Warren of California, Administrator P. B. Fleming of the FWA, Commissioner Thomas H. MacDonald of the PRA and D. M. Baldwin of the National Safety Council.

### Wedding Bells

Raleigh—Two employees in the Purchasing Division here have married recently. They are Mary Lee Stallings who married David Stephenson in Raleigh November 14, and Betsy Jane Pagan who was wed to Ernest Perry near Garner December 20.

First Boy Scout: "Did you do a good turn today?"

Second Boy Scout: "Yes. This morning there wasn't enough cod-liver oil for my sister and me, so I let her have all of it."